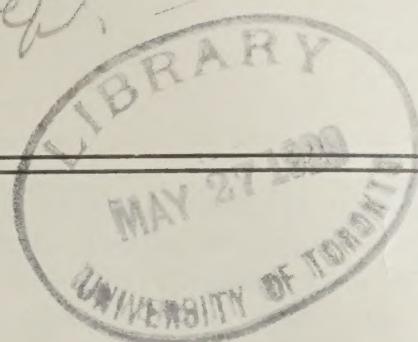


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HOG MARKING



A CARLOAD OF MARKED HOGS

The identity of ownership permits of getting the information as to grade back to the producer

DOMINION OF CANADA
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DOMINION LIVE STOCK BRANCH, OTTAWA

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ANNOUNCEMENT

There has been a growing demand on the part of the producers of hogs that information regarding the official grading of hogs should be made available to the farmer who has offered them for sale. This information, it is felt, would greatly facilitate the purchase of hogs on a graded basis and help to get the premium for select bacon hogs back to the farmer. This demand took definite shape at the swine conference held at Ottawa on April 22 and 23, 1927, when the following resolution was passed:—

“That this meeting go on record as approving of the compulsory grading of hogs at stockyards and abattoirs and where necessary and that the information regarding the grade be carried back to the producer.”

In order to comply with the request contained in the above-mentioned resolution, it became evident that it was necessary to require that the marking of hogs be made compulsory for shippers or drovers. In consequence thereof, the Department of Agriculture passed an Order in Council revising the Hog Grading Regulations and Clause 11 of the Hog Grading Regulations now reads as follows:—

11. (a) All hogs falling within the provisions of paragraph 2 shall be graded by the shipper before shipment in accordance with the provisions of paragraph 3 and settlement shall be made to the farmer on the basis of such grades.

(b) Where a shipper desires to do so, he may in lieu of the grading required by the sub-paragraph last preceding place a distinct and specific mark of identity, having the approval of the Minister on each hog of each farmer's lot of hogs in each and every carlot, truck load, or other shipment, and in such case settlement shall be made to the farmer on the basis of the grades awarded to the hogs by the grader. In any case, the Minister may require a shipper to place such mark of identity on any hogs shipped by such shipper.

(c) The shipper shall make out and sign a certificate of grading, showing each farmer's name, address, number of hogs of each farmer and their grading or mark of identity, and shall cause the said certificate to be delivered to the grader at the stockyard or abattoir to which the hogs are shipped within twenty-four hours after arrival of the hogs at such stockyard or abattoir.

APPLICATION

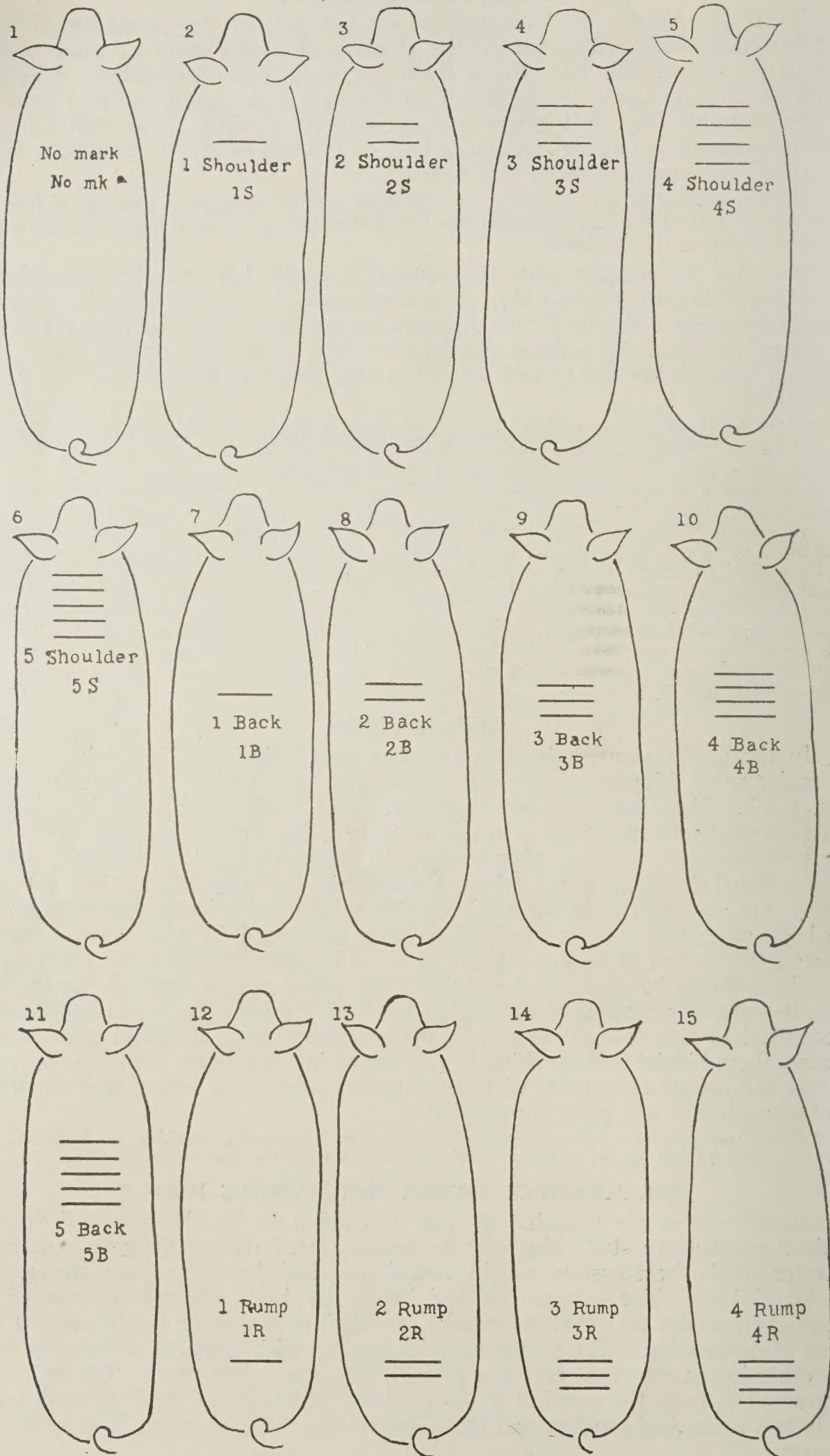
In the application of the Hog Grading Regulations, it is anticipated that the majority of shippers and drovers will elect to grade their hogs locally rather than mark. For those, however, who prefer to mark or through inability to grade correctly are required to mark their hogs in accordance with subsection (b) of Clause 11, the following system is approved by the Minister, and is recommended for general use where the marking of hogs is practised. Under this system each farmer is allotted a specific mark for his lot or pen of hogs and the hogs are marked before being unloaded or turned in with other farmers' hogs on the day of shipment. Farmers should appreciate that the marking of hogs, in order to be easily and definitely identified at the point of destination, must be carefully performed at the local shipping point. Correct identification is essential so that settlement can be made on the basis of official grading and farmers should insist that marking be performed in accordance with the approved system and should co-operate with the shipper or drover in seeing that the mark is neatly, plainly and properly applied.

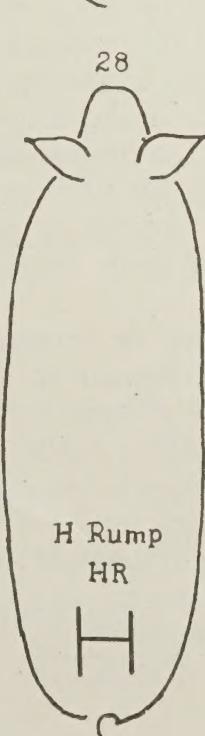
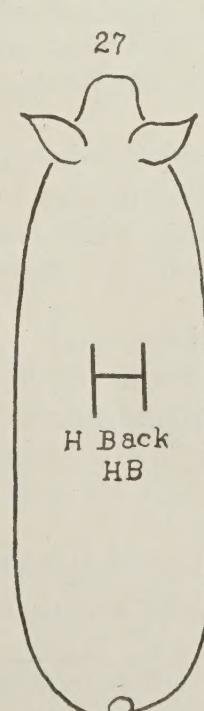
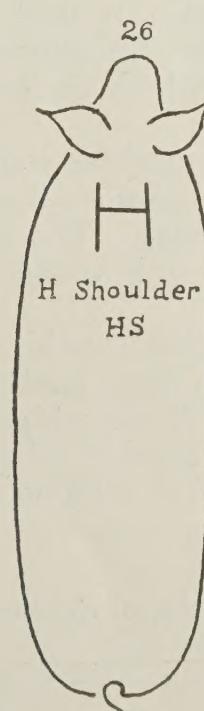
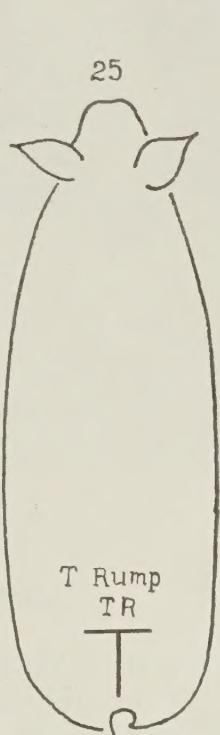
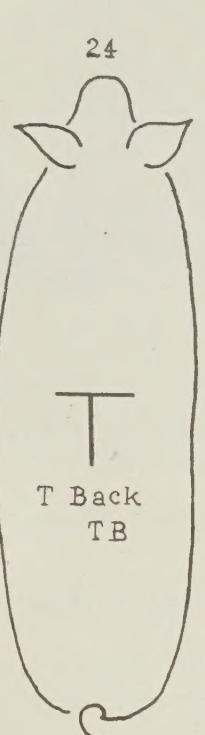
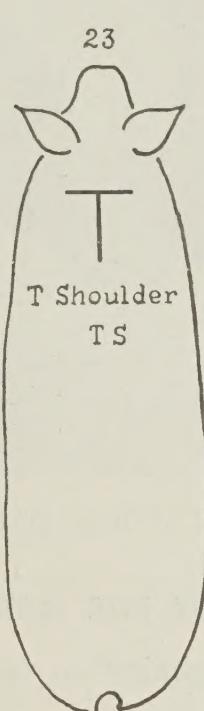
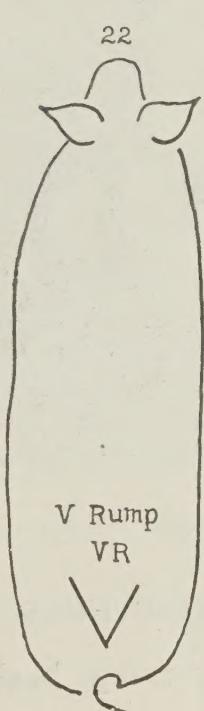
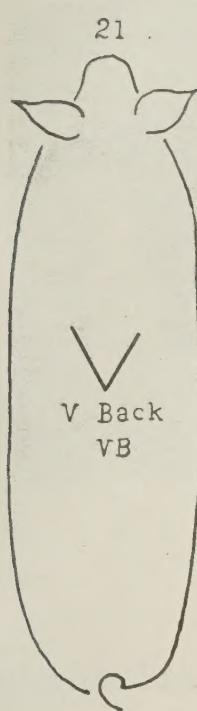
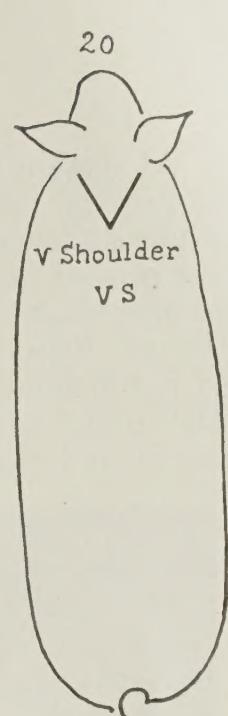
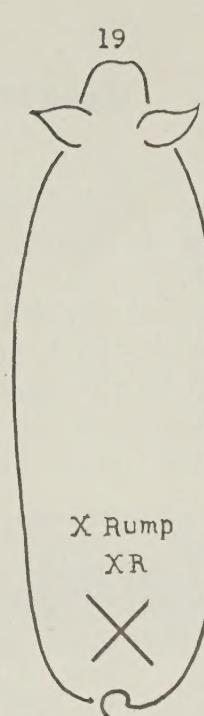
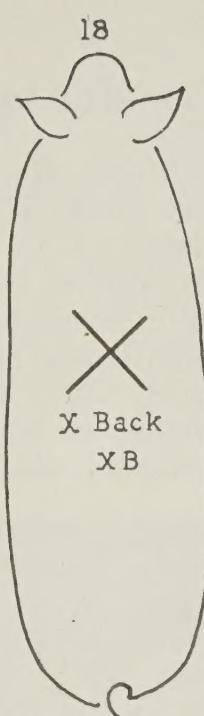
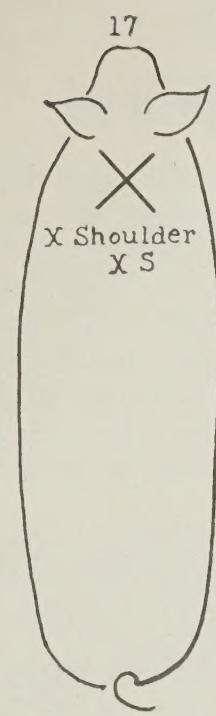
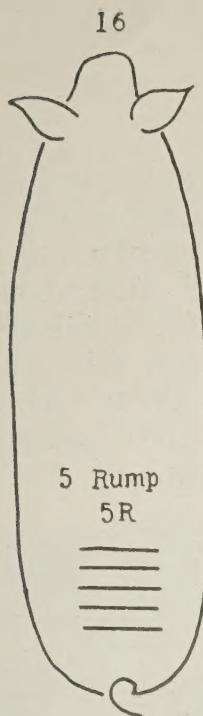
NOTE.—Responsibility under these regulations for the proper marking of hogs so that they can be identified at the point of destination rests with the drover or shipper.

THE APPROVED SYSTEM FOR MARKING HOGS

Experience in the marking of hogs as carried on by shippers and drovers made it possible to study the various systems used with a view to making a selection of the best system which seemed practical for general use throughout the Dominion. The system outlined below has been selected because of its simplicity and the fact that the marks are distinct and most easily read at the point of destination. The marks may be applied with clippers, scissors or with any other instrument that makes a plain, easily discernible mark. The following diagrams illustrate the position of the marks on the body of the hog; each mark is given a numerical number and the abbreviation for each mark is set forth:—

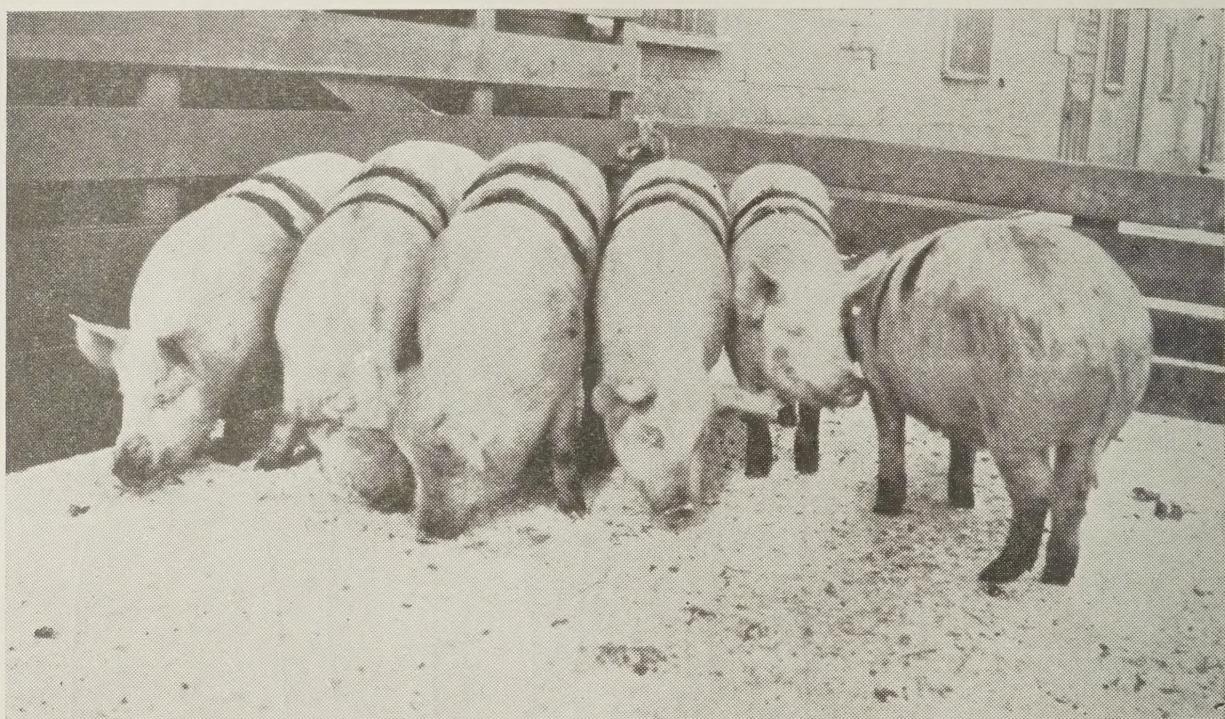
DIAGRAMS SHOWING MARKS, ABBREVIATIONS AND LOCATION OF SAME





MARKING SHORT-HAIRED HOGS

At certain seasons of the year a percentage of hogs going to market will be short in the hair and such hogs are most difficult to mark. Clip marks alone are not sufficient for short-haired hogs. A combination of clip marks and paint have proved most effective. After clipping take a small round stick about the size of a chair rung and dip the end in roofing paint, being careful to rub surplus paint off, then draw the stick across the clip mark. Roofing paint dries quickly and is considered to be the best paint to use in marking hogs. *Note*.—Hogs on which paint has been used for marking should be kept dry before loading and should not be allowed to wallow in mud while the paint is wet.



A Farmer's Wagon Load of Hogs Distinctly Marked

GENERAL DIRECTIONS FOR MARKING HOGS

1. Be sure that the marks are applied so that rump, back and shoulder marks can be distinctly differentiated between.
2. Marking should be done when hogs are closely penned. Farmers who have open racks at the top can mark their hogs before unloading. A small pen should be provided at each loading point for penning the hogs for marking, when they cannot be marked in the wagon.
3. One man in as far as possible should do the marking regularly on shipping days. This makes for plainer marking and less chance of error.
4. Handle hogs as quietly as possible while marking. The quieter the hogs are kept and the closer they are penned, the easier it is to mark quickly and accurately.
5. Keep the clippers or scissors sharp and in good working shape. Dull instruments slow up the operation and make the hogs more restless.
6. Follow a definite system for allotting marks. Where shipments are being made up at several loading points, allot a definite number of marks for each station so that the shipper's manifest can be prepared without difficulty when the hogs are all collected.
7. Always clip or cut against the lay of the hair.

NOTE.—Clippers are preferable to scissors for making marks on short-haired hogs as the clipper marks show up more plainly.



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